

Executive Summary

Since colonial days, transportation has fueled America's geographic expansion and economic growth. A strong and efficient transportation system provides businesses with access to materials and markets, and it provides people with access to goods, services, recreation, and other people. It can help provide these things when and where people want them, and at a cost that has made this nation extraordinarily competitive in the global economy. The challenge is to maintain and advance this position.

Transportation contributes 11% of the nation's gross domestic product (GDP). More significantly, it constitutes 19% of spending by the average household in America—as much as for food and health care combined, and second only to spending on housing.

The U.S. Department of Transportation (DOT) is the lead Federal agency for our nation's transportation system. For over 200 years, Federal transportation programs have aimed to advance various parts of this system, and for 30 years we have been doing it collectively in a single Department. The fiscal year (FY) 1999 budget request provides the resources to ensure *a safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the 21st century.*

A program level of \$44.1 billion¹ is proposed for transportation (including \$43.3 billion in new resources) in FY 1999, to implement the five goals of the DOT Strategic Plan:

1. **Safety:** Promote the public health and safety by working toward the elimination of transportation-related deaths, injuries, and property damage. This is always our highest priority.
2. **Mobility:** Shape America's future by ensuring a transportation system that is accessible, integrated and efficient, and offers flexibility of choices.

All dollar amounts refer to obligations in the program and financing sections of the budget.

3. **Economic Growth and Trade:** Advance America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.
4. **Human and Natural Environment:** Protect and enhance communities and the natural environment affected by transportation.
5. **National Security:** Advance the nation's vital security interests in support of national strategies such as the National Security Strategy and National Drug Control Strategy by ensuring that the transportation system is secure and available for defense mobility and that our borders are safe from illegal intrusion.

The Federal investment, of course, is augmented by investments of state, regional and local governments, along with the private sector. And together they contribute to accomplishing our national goals as well as their own goals for transportation.

Our First Strategic Goal: Safety

Transportation safety has long been—and remains—the Department's highest priority. While a wide range of the Department's resources help advance safety, the FY 1999 budget includes obligations of over \$3.8 billion for direct safety programs as a reflection of DOT's commitment to improving transportation safety. This is 8.6% of total the DOT program level, second only to funding for core mobility programs. Concern for safety guides all of our investments.

Highway crashes in particular are a significant burden on our society, not to mention the impact on families and communities. They kill almost 42,000 people every year, injure some three million people each year, and affect millions of families. They drain our economy by \$150 billion annually, including \$14 billion paid directly by taxpayers for expenses such as health care and emergency services.

The death toll on America's highways has dropped substantially. Had the 1967 death rate persisted in 1996, more than 130,000 people would have died from motor vehicle crashes instead of the 41,907 fatalities that actually occurred. But there is no room for complacency. There are many more things we can do to improve the safety of the transportation system.

The Federal government works both directly and with state and local governments and private groups to minimize the safety risks inherent in transportation. DOT regulates the design and operation of vehicles, aircraft, boats and ships; tests and inspects for compliance; educates the public; monitors railroad safety; directs air and waterway traffic; rescues mariners in danger; investigates aviation and maritime accidents; invests in infrastructure improvements through grants and technical assistance; and conducts safety-related research. The FY 1999 budget provides the resources to continue these programs and funds new initiatives in many of these areas.

DOT-wide Goals for Transportation Safety

In all modes of transportation, the Department of Transportation seeks to promote public health and safety by working toward elimination of transportation-related deaths, injuries, and property damage. To measure progress toward this general goal, DOT will track eight key outcomes, each against 1995 baselines.

In 1999, we aim to:

- ◆ Reduce the number of transportation-related deaths to fewer than 44,407, even with a projected increase in miles traveled.
- ◆ Reduce the number of transportation-related injuries to fewer than 3,494,965.
- ◆ Reduce the rate of transportation-related fatalities to less than 1.026 per 100 million passenger miles traveled.
- ◆ Reduce the rate of transportation-related fatalities to less than 0.168 per 100 million ton-miles of freight shipped.
- ◆ Reduce the rate of transportation-related injuries to less than 81.606 per 100 million passenger miles traveled.
- ◆ Reduce the rate of transportation-related injuries to less than 3.620 per 100 million ton miles of freight shipped.
- ◆ Reduce the dollar loss from high-consequence, reportable transportation incidents (against a 1995 baseline to be established this year).
- ◆ Reduce the number of reportable transportation incidents to fewer than 6,732,003.

These are all aggregate measures across all transportation modes, and they reflect outcomes. In some cases, modal administrations or program managers may have performance goals for their portion of these same measures. But in many cases the modal numbers are too small or annual variation is too high to be meaningful for managing programs; in these cases, leading indicators are used as proxy measures for the ultimate outcomes. In any case, we will prepare disaggregated data for all eight outcomes to help manage program priorities and resources. We will provide these data in our Performance Report to help explain the results that actually occur.

While each of the eight DOT-wide goals will be measured against known 1995 baselines, we also commit ourselves to achieving reductions from the measured 1996 levels, which remain to be fully developed over the next year.

Highway Safety

In FY 1999, obligations will rise to \$406 million—almost 18% above FY 1998—for the National Highway Traffic Safety Administration (NHTSA) to advance highway safety. These resources will help encourage states to pass strong anti-drunk driving legislation and to strengthen occupant protection laws. They will also help states fight their highway safety problems directly through increased enforcement and education programs designed to meet local conditions.

The budget fully funds the President's Initiative on Drugs, Driving, and Youth, including a grant program to encourage new strategies for reducing drug-impaired driving. Funding also supports the Presidential Initiative for Increasing Seat Belt Use Nationwide; construction of the National Advanced Driving Simulator for re-

search and training; and expansion of the Safe Communities program—a community-based approach to improving traffic safety.

In the Federal-aid Highway Program, \$561 million is targeted for programs that would directly enhance the safety of roadways and commercial vehicle operations. An additional \$100 million is proposed for the Motor Carrier Safety Program, including formula and incentive grants to states, and \$17 million for new initiatives to improve safety by targeting unsafe carriers while reducing regulatory burdens on the safe ones.

Rail safety programs provide additional focus on safety at rail-highway crossings, and transit grant programs—while not aimed specifically at safety—contribute to safety on the highways by offering a safer alternative form of transportation.

Together, DOT agencies coordinate their efforts, aiming to achieve the following highway safety goals in 1999:

- ◆ Reduce the highway fatality rate to 1.6 per 100 million vehicle-miles traveled, from 1.7 in 1996.
- ◆ Reduce the number of alcohol-related highway fatalities to fewer than 17,126 (the 1996 baseline), with a goal of 11,000 by 2005.
- ◆ Increase the rate of seat belt use from 68% in 1996 to at least 80% by 1999, with a goal of 90% by 2005.
- ◆ Reduce the rate of highway-related injuries to 131 per 100 million vehicle-miles traveled, from a baseline of 141 in 1996.

Aviation Safety

Obligations for aviation safety programs will increase to over \$1.3 billion in FY 1999, adding an additional 45 aviation safety inspectors and certification personnel. Through its Aviation Regulation and Certification program and investments in facilities and R&D, the Federal Aviation Administration (FAA) ensures the national airspace system is safe and secure. FAA controllers handle about 173,000 flights a day, moving 1.5 million passengers each day, and this volume continues to grow.

FAA aims to achieve the following:

- ◆ By 2007, reduce the number of fatal aviation accidents per 100,000 departures by 80%. (This is a joint DOT, DOD, and NASA goal; no FY 1999 target is proposed.)
- ◆ Reduce runway incursions by 15% in 1999 from a 1997 baseline of 318 total.
- ◆ Reduce the rate of operational errors and pilot deviations to 0.496 or less and 0.099 or less, respectively, in 1999, from a 1994 baseline of 0.541 (errors) and 0.108 (deviations).

Maritime Safety

Obligations for maritime safety programs will increase to almost \$1.1 billion, for critical safety programs like Search and Rescue, Boating Safety, and Marine Safety. In 1997, the Coast Guard saved over 4,500 lives, assisted 90,000 people in distress, and saved nearly \$2 billion in property.

In FY 1999, the Coast Guard will be replacing aging buoytenders, motor lifeboats, and coastal patrol boats; and will add new navigation systems and sensors to its current fleet of aircraft. It will establish a Vessel Traffic System (VTS) in New Orleans, LA to safely manage vessel traffic in this busy, vital waterway. And it will implement the National Distress System Modernization project to enhance interaction between the Coast Guard and mariners on the water.

In FY 1999, the Coast Guard aims to achieve the following level of performance:

- ◆ Reduce the number of recreational boating fatalities by 10 percent below the 1993 baseline of 800; the 1999 goal is 720 or fewer.
- ◆ Reduce the worker fatality rate onboard commercial vessels from 52 per 100,000 workers in 1993 to 42 or less per 100,000 in 1999.
- ◆ Rescue and save at least 93 percent of mariners reported in life-threatening danger (same as the 1996 baseline).

Rail Safety

Rail safety program obligations will increase to \$86 million in FY 1999, adding an additional

32 rail safety employees, and strengthening the Federal Railroad Administration's (FRA) new results-oriented approach to safety.

FRA has refocused its railroad safety program by promoting active partnerships with railroad labor and management. Programs like the Safety Assurance and Compliance Program, in which railroad workers and managers work with FRA to identify the root causes of systemic safety problems and develop long-term solutions; and the Rail Safety Advisory Committee, a collaborative rulemaking body that harnesses the collective knowledge and expertise of over 500 individuals representing all segments of the rail industry, have achieved impressive results. Even with increases in railroad traffic in 1997, the number of train accidents decreased by close to 12%, highway-rail fatalities decreased by almost 10%, and total injuries declined by over 6% from the previous year.

Railroad safety and safety-related research programs aim to achieve these results in 1999, each measured from 1995 baselines:

- ◆ Reduce the fatality rate from 1.71 to 1.57 or less per million train-miles in 1999.
- ◆ Reduce the number of rail-related crashes from 3.91 to 3.44 or less per million train-miles in 1999.
- ◆ Reduce the rate of crashes at highway-rail grade crossings from 2.85 to 2.40 or less per million train-miles in 1999.
- ◆ Reduce the rate of rail-related trespasser fatalities from 2.81 to 2.58 or less per million train-miles.

Transit Safety

The Department's transit programs are aimed principally at infrastructure investment. But to the extent that access to transit systems gives people an alternative to highway travel, transit contributes to a decline in deaths, injuries, and crashes on the highways as described above.

The Federal Transit Administration (FTA) also tracks the safety performance of transit systems, and influences safety through its leadership role in transportation. Direct transit safety funding will more than double from \$3 million in FY

1998 to over \$6 million in FY 1999.

In 1999, FTA aims to achieve these goals, measured from 1995 baselines:

- ◆ Reduce the fatality rate from 0.8 to 0.7 fatalities (or less) per 100 million transit passenger miles in 1999.
- ◆ Reduce the injury rate from 161 to 157 (or less) per 100 million transit passenger miles in 1999.

Pipeline and Hazardous Materials Safety

The Department's FY 1999 budget includes obligations of \$61 million for pipeline and hazardous materials safety, more than 10% above FY 1998 levels.

The Research and Special Programs Administration (RSPA) regulates hazardous materials shipped in all modes of transportation. Through compliance monitoring and promotion of advanced technology and risk management strategies, the hazardous materials safety program has helped to achieve an annual average of 8 fatalities and 14 serious injuries per 100 million population. The FY 1999 funding will help to further reduce this low number of fatalities.

RSPA coordinates and advances research, technology, and education activities for the Department. RSPA also focuses on emergency transportation and pipeline safety programs, and planning and training grants to states for emergency preparedness. The FY 1999 budget doubles the funding level for these grants.

In 1999, RSPA aims to:

- ◆ Reduce the number of failures of natural gas transmission pipelines from 4,906 (in 1994) to 4,778 or less; and failures of hazardous liquid pipelines from 243 (in 1994) to 207 or less.
- ◆ Reduce the number of incidents in all pipelines caused by outside force damage from 147 reported in 1995 to 137 or less in 1999.
- ◆ Reduce the number of serious reportable hazardous materials transportation incidents from 448 in 1996 to 426 or less in 1999.

Our 2nd Strategic Goal: Mobility

Mobility means helping Americans get to where they need to go. Doing that demands a transportation system that is flexible, accessible, integrated, and efficient.

America has about four million miles of roads, 580,000 bridges, 180,000 miles of railroad track, 5,500 public-use airports, over 6,000 transit systems, 350 commercial ports, and 25,000 miles of commercially navigable waterways. This extensive, intermodal network carries over 4 trillion passenger miles of travel and 3.7 trillion ton miles of domestic freight every year—generated by more than 260 million people and 6 million businesses.

Over the past five years, we have begun to deliver on the President's commitment to "rebuild America," and we have begun to see results. We have improved by 21% the part of the National Highway System that previously did not meet our standards of 'good' condition or better. We have increased transit capacity by 3.5% in just two years. We have made improvements in nationally important roads and bridges. And we have undertaken a number of airport capacity expansion projects.

But this remains a long-term commitment. Despite significant progress, the transportation system still requires more capacity, better connections, and better conditions and performance in order to meet the growing needs of the public and American businesses.

The FY 1999 budget includes obligations of over \$35 billion—80% of the overall DOT program level—for transportation programs whose main purpose is mobility. The proposed *National Economic Crossroads Transportation Efficiency Act (NEXTEA)* builds on our recent successes, and provides state and local communities the flexibility to target investments to meet local needs.

Highways and Bridges

The Federal-aid highways obligation limitation is proposed at \$21.5 billion. In addition, to develop innovative financing of significant transportation projects, \$250 million in FY 1999 is

proposed for programs such as State Infrastructure Banks and the new Transportation Infrastructure Credit Enhancement Program. These will provide alternatives to help launch projects sooner, by attracting private and non-federal public investment.

Technology and innovation can often provide new answers to old problems. The Department's Intelligent Transportation Systems (ITS) program offers technology like electronic bill collection and enroute travel information, so that drivers can select the best route for a trip—avoiding unnecessary delay and helping to keep down congestion on our roads. In FY 1999, the budget includes \$250 million for development and deployment of ITS programs.

With this level of investment, the Federal Highway Administration aims to:

- ◆ Increase the percentage of miles on the National Highway System (NHS) that meet pavement performance standards for acceptable ride quality from 91.1% in 1996 to 91.5% in 1999.
- ◆ Reduce the percentage of deficient bridges on the NHS, from 25.8% in 1996 to less than 24.3% in 1999.
- ◆ Increase the level of Intelligent Transportation System (ITS) integration in six metropolitan areas by 20% over a 1997 baseline.

Aviation and Airports

In FY 1999, the Department proposes total obligations of over \$7.2 billion for aviation infrastructure and air traffic services that directly support mobility, including an increase of 185 air traffic controllers.

The Federal Aviation Administration (FAA) seeks to ensure that the aviation system is accessible, integrated, efficient, and flexible. To reach these goals, and to address the White House Commission on Aviation Safety and Security recommendation to modernize the air traffic control system by 2005, the budget proposes to increase investment in aviation facilities and equipment by about 10 percent a year over five years.

To increase capacity, improve safety, and

help mitigate noise for areas adjacent to airports, \$1.7 billion is requested for airport grants in FY 1999. By continuing to expand airport capacity and enhance the efficiency of the air traffic system, the FAA will help Americans get to where they are going faster.

Improvements are already visible. System delays of more than 15 minutes declined from 270,055 in FY 1996 to 247,161 in FY 1997—an 8% reduction. But aviation passenger volume is projected to grow by an annual average of 3.5% over the next ten years. The FY 1999 budget will advance FAA efficiency and the efficiency of the National Airspace System (NAS).

To improve aviation mobility in 1999, the FAA aims to:

- ◆ Maintain at least 93% of runway pavement in satisfactory condition (the FY 1996 baseline).
- ◆ Increase system capacity attributable to airport infrastructure at the 50 busiest airports by 0.5 percent annually over a 1998 baseline.
- ◆ Increase the number of landing approaches using GPS technology by 500.

Maritime Systems and Seaports

The U.S. Coast Guard provides navigation systems for U.S. waterways, maintains a national aids to navigation system, and operates Vessel Traffic Services in eight major U.S. ports. The Coast Guard also regulates construction, maintenance, and operation of railroad and highway bridges across navigable waters, and conducts ice operations to facilitate winter navigation. Total obligations for these programs in FY 1999 are proposed at \$860 million.

The Maritime Administration engages in partnerships with industry and other government organizations to reduce barriers to intermodal transportation through the adoption of national and international standards and improvements to infrastructure.

In 1999, the Coast Guard and Maritime Administration aim to:

- ◆ Increase the percentage of total operating days that marine aids to navigation are avail-

able for use on U.S. navigable waters, from 98.74% in FY 1997 to 99.7% in FY 1999.

- ◆ Reduce the number of land and waterside impediments to the flow of commerce through ports and terminals, from a 1998 baseline to be developed.
- ◆ Increase the percentage of days that locks and navigation facilities are available for the St. Lawrence Seaway navigation season, from an average of 97% over 1993-1997 to 99% in 1999.

Passenger Rail

Passenger rail service is another critical piece of our Nation's inclusive transportation network. The FY 1999 budget proposes historic funding levels for Amtrak—\$621 million in capital, in addition to about \$2.2 billion available in FY 1998 and FY 1999 from the Taxpayer Relief Act of 1997 (TRA). This funding will give Amtrak the ability to upgrade its system, and to replace aging rail cars in preparation for the demands of the 21st century.

The Administration is committed to Amtrak because of the vital role it plays in densely populated regions like the Northeast Corridor and in certain rural areas where it is the only alternative to the automobile. In 1997, Amtrak made an operating profit for the second straight year on its Metroliner service between New York City and Washington, DC, on a full cost basis. The FY 1999 budget will help Amtrak to move toward its goal of full operating self-sufficiency.

In 1999, Amtrak aims to:

- ◆ Complete reconfiguration of selected interlockings with New Jersey Transit (NJT), to achieve a 10% increase in the number of intercity and commuter trains scheduled along the most congested segments of the Washington/Boston Corridor by 2005 (to 365 trains/day).
- ◆ Improve the Amtrak customer satisfaction index (CSI) from 84 in 1997 to 87 in 1999.

Transit Systems

For the 80 million Americans who do not

drive, transit provides access to school, work, or the market. Through the formula grant and major capital investment program, the Federal Transit Administration (FTA) helps our nation's transit systems move people safely and efficiently. Transit also lessens congestion and helps the environment by slowing the growth of auto traffic. Total obligations for these programs are estimated at over \$5.4 billion in the FY 1999 budget.²

For some of our citizens, transportation is a major obstacle that prevents them from moving from welfare to work. The Department is committed to helping these people as one of its priorities. The FY 1999 budget includes \$100 million for the Access to Jobs and Training initiative, to help the unemployed and disadvantaged secure affordable transportation to work and training opportunities that support their finding and holding jobs.

In FY 1999, FTA aims to:

- ◆ Reduce the average age of the motor bus fleets to 7.6 years or less, from a 1995 baseline of 8.1 years; and maintain the average age of the rapid rail fleet at 19.3 years or less—while sustaining or expanding service.
- ◆ Increase the percentage of key rail stations that are ADA-compliant from 19% in 1996 to 37% in 1999; and for bus fleets, increase the percentage from 63% to 73% in 1999. The ultimate goal is 100% by 2005 for key rail stations, and by 2002 for bus fleets.

Disaster Response

The Research and Special Programs Administration (RSPA) coordinates Federal efforts to restore the U.S. transportation system after disasters or major disruptions.

In FY 1999 RSPA aims to:

- ◆ Restore the transportation system after disaster or disruption, with at least 80% of relief supplies arriving in the disaster area within a specified time (to be developed with partners).

² \$4.8 billion in new budget authority, plus about \$700M of prior year balances available.

Our 3rd Strategic Goal: Economic Growth and Trade

America's economy is in the best shape in a generation, with steady growth, unemployment below 5 percent, and inflation below 2 percent. Part of this success is due to investments that make transportation efficient and flexible, keeping costs low.

Economic growth and trade represents an ultimate outcome for virtually all of our transportation programs. Obligations of over \$800 million are targeted for programs that aim directly to achieve this strategic goal, but programs that focus on other strategic goals contribute indirectly as well. Safety and environmental effects, for example, both have clear economic consequences. Mobility contributes directly by providing access to jobs and markets. And national security, illegal drugs, and illegal migration can have profound economic effects as well.

In general, we aim to reduce the real economic cost of transportation, reduce delivery times, improve reliability, promote competition and the international competitive position of the U.S., and manage our programs in a cost-effective and fair manner.

In FY 1999 we aim to achieve the following:

Highways

- ◆ Reduce highway congestion, measured by hours of delay per 1000 vehicle miles of travel on Federal-aid highways (from a 1998 baseline to be developed).

Aviation

- ◆ Reduce the number of volume- and equipment-related delays to 30.7 per 100,000 flight operations, from a 1994 base level of 36.9.
- ◆ Increase the percentage of flight segments flown off Air Traffic Control preferred routes from 75% in 1996 to more than 80% by 1999.
- ◆ Increase regional competition through international agreements, increasing by 50% the number of city-pairs with integrated service along with a 15% increase in passenger traffic over the base year of 1994.

Maritime

- ◆ Through icebreaking, keep critical Great Lakes waterways from being closed for more than 2 days in an average winter, or 8 days in a severe winter. (1996 was a severe winter with up to 7 days of closure.)
- ◆ Increase by 2% annually the gross tonnage of commercial vessels under construction in U.S. shipyards, from a preliminary 1998 baseline of 500,000 gross tons.

Passenger Rail

- ◆ Increase the percentage of Amtrak trains arriving on time, from 76% in 1995 to 87% in 1999.
- ◆ Reduce the Amtrak trip time between New York City and Boston from 4 hours 45 minutes in 1997 to 3-hour service in 1999 (early FY 2000).

Transit

- ◆ Increase transit accessibility from 183 million revenue vehicle hours of service in 1995 to 196 million or more in 2002.

DOT-wide Transportation Programs

- ◆ By 2002, increase by 5% the number of transportation-related graduate degrees awarded by university programs receiving DOT funding, over an estimated 1998 baseline of 4,000; in 1999, attain enrollment of at least 4,200 students as an interim measure.
- ◆ Reach at least 300,000 students in 1999 through the Garrett A. Morgan Technology and Transportation Futures Program, with an aggregate goal of 1 million by 2000.
- ◆ Increase the share of DOT contracts awarded to women-owned businesses, from 3.9% of total dollar value in 1997 to 5% in 1999.

**Our 4th Strategic Goal:
Human and Natural Environment**

The FY 1999 budget includes several programs and initiatives aimed at reducing air and water pollution, preserving wetlands and open

space, and making transportation more compatible with the environment. No matter how much is done to improve the capacity and efficiency of our transportation system, we can't call our approach "intelligent" unless we tend to the effects on our environment, and ultimately our health.

Obligations of over \$2.7 billion are targeted in FY 1999 for programs that directly mitigate the environmental consequences of transportation.

Through the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the Department helps communities meet national standards for healthy air by funding innovative projects that promote transit ridership, clean fuel vehicles, and emissions-reducing inspection and maintenance programs. The Department proposes \$1.26 billion in FY 1999 for the CMAQ program.

Bicycle and pedestrian-oriented projects have provided community and recreational alternatives to the car in many of our heavily populated urban areas. These projects can be funded from any of several highway programs, but states and local governments have rapidly increased their obligations of Federal resources for bicycle and pedestrian activities from \$15 million in 1992 to more than \$180 million by 1996.

Both the Coast Guard and FAA play vital roles in protecting the quality of the environment and helping to prevent the adverse health effects from environmental damage. For FY 1999, the Department requests obligations of \$419 million for the Coast Guard to prevent pollution, conduct pollution investigations, and supervise federally funded cleanups; and obligations of \$49 million to ensure that all USCG and FAA facilities are environmentally safe.

Prolonged exposure to high-levels of noise is also a critical environmental concern. To continue addressing this problem, the FY 1999 budget proposes at least \$200 million for the FAA's Noise Mitigation program, which helps families and businesses relocate away from airports where noise exceeds healthy levels.

In 1999, the Department aims to achieve the following goals, by modal area:

Highways and Transit

- ◆ Even with increasing use of the transportation system, reduce mobile source emissions by 1% annually over ten years, from a 1996 baseline of 65.9 million tons.
- ◆ Minimize the adverse impacts of Federal-aid highway projects on wetlands, and replace 1.5 acres of wetlands for every 1 acre affected where impacts are unavoidable.
- ◆ Improve the livability of our communities, by increasing the number of people within 1/4 mile of a transit stop with service frequency of 15 minutes or less.

Aviation

- ◆ Reduce by 60% the number of residents exposed to significant aircraft noise (65 dB or greater), from an estimated baseline of 1.7 million in 1995.

Maritime

- ◆ Reduce the amount of oil and chemicals spilled into the water, from 7.76 gallons per million gallons shipped in 1993, to 6.21 in 1999.
- ◆ Maintain a 95% compliance rate (or better) with Federal fisheries regulations.

Pipeline and Hazardous Materials

- ◆ Reduce by 2% the average quantity of liquid hazardous materials released by pipeline to the environment from 84,588 gallons per incident (in 1997) to 82,896 gallons or less.
- ◆ Reduce by 4% the average quantity of liquid hazardous materials released by all modes (except pipeline) from 2,313 gallons per incident (the 1996 point on a trendline) to 2,220 or less.

DOT-wide goals for the Environment

- ◆ Increase the number of DOT-owned facilities that are categorized as No Further Remedial Action Planned (NFRAP) under the Superfund Amendments and Reauthorization Act, from 75% in FY 1996 to 80% by FY 1999.
- ◆ Reduce by 20% the time to resolve environ-

mental justice complaints, from a 1998 baseline (to be developed).

**Our 5th Strategic Goal:
National Security**

DOT provides a critical role in ensuring that the U.S. transportation system is secure, that U.S. borders are safe from illegal intrusion, and that the transportation system can meet national defense needs in time of emergency.

As international travel continues to grow, we must remain vigilant in our efforts to prevent terrorism, to protect Americans and our visitors as well. For FY 1999, the budget proposes \$100 million for the FAA to continue to purchase explosives detection equipment to be deployed at our nation's airports.

Last year, the Coast Guard intercepted and confiscated a record 103,000 pounds of cocaine and 51 tons of marijuana. To protect our shores from drug smugglers, the FY 1999 budget proposes \$437 million for the Coast Guard's drug interdiction program.

The budget also includes \$98 million to provide operating assistance to 47 vessels under the Maritime Security Program. Vessels supported by this program are committed to carry military cargo during war or national emergencies.

Our National Security goal aims to advance the nation's vital security interests by ensuring that the transportation system is secure and available for defense mobility, and that our borders are safe from illegal intrusion. We intend to reduce the vulnerability and consequences of intentional harm to the transportation system and its users; ensure the readiness of DOT resources and the capability of all modes of transportation to support the President's National Security Strategy; and reduce the flow of illegal drugs and illegal migrants entering the U.S.

In FY 1999 we aim to achieve the following specific goals:

Aviation

- ◆ For aviation security, increase the detection rate for simulated explosive devices and

weapons from a 1998 baseline (measure will be protected under 14 C.F.R. Part 191).

Maritime

- ◆ Increase the capacity of ships enrolled in the Maritime Security Program (MSP) and Voluntary Intermodal Sealift Agreement (VISA) from 92,000 twenty-foot-container equivalent units (TEUs), or 9.9 million square feet, in FY 1997 to 165,000 TEUs, or 14.5 million square feet, in FY 1999.
- ◆ Increase the percentage of DoD-designated primary or alternate port facilities that are available when requested by DoD, from 62% in FY 1996 to 90% in FY 1999.
- ◆ Ensure that 100% of Ready-Reserve Force no-notice activations meet assigned readiness activation, and that each ship is mission-capable for at least 99% of the days it is under DoD control.
- ◆ Ensure that the nation can provide 100% of the mariners needed to crew combined sealift and commercial fleets during national emergencies (1996 baseline is 99%).
- ◆ Reduce the flow of illegal drugs by reducing the smuggler success rate in maritime routes from an estimated 71% in 1995 to 38% by 2002, and to 10% by 2007.
- ◆ Reduce the flow of undocumented migrants entering the U.S. by reducing their success rate via maritime routes, from 25% in FY 1995 to 13% or less in FY 1999.

Measurement and Evaluation

The aim of performance measurement is to ascertain whether the intended outcomes are occurring, and to identify the program contribution to those outcomes. Baseline measures provide benchmarks for gauging progress. In many cases, we also have a historical trend related to each goal, and for every measure we clarify the scope and data sources for measuring performance.

Determining the degree of program contribution to our goals—separate from the effect of other external factors—is more difficult, but pro-

vides the most solid basis for program justification in the budget process and resource management decisions within the organization.

In FY 1998, we will conduct evaluations of four major programs: the Highway Safety Assessment and Motor Vehicle Safety Standards programs (NHTSA); Student Incentive Payment program (MARAD); and Domestic Air Competitiveness (OST). In FY 1999, we have scheduled evaluations of Innovative Finance (FAA) and the Livable Communities Initiative (FTA).

Validation and Verification

DOT programs maintain extensive databases to track inputs, activities, outputs, and outcomes. These systems provide an established, tested, and consistent data source of primary program information. As appropriate, the data are compared to other sources of similar data, validation data, or to previous data in the same series for consistency. Logic checks for data record consistency are also often designed into the database system.

But all data systems present challenges in eliminating sources of error. To help the operating administrations address these issues, the Bureau of Transportation Statistics (BTS) is developing a statistical policy framework to help identify and implement the current, best statistical practice in all aspects of their data collection programs. Working groups will establish departmental standards, review quality assurance procedures, evaluate sampling and nonsampling errors, and coordinate data definitions.

BTS will assist modal data program managers in the validation and evaluation of their data and in developing standard documentation of the sources and reliability of estimates used to measure performance. In addition, the Inspector General (IG) plans to selectively verify and validate performance measurement data each year. The IG will also selectively assess performance measures to determine the appropriateness for measuring progress toward stated goals. These assessments may lead to changes in performance measures, improvements to or additions of data collection systems, or both. □